

Trucks Outselling American Cars in Foreign Markets

By JIM KLOCKENKEMPER

U.P. Automotive Editor
Detroit—The American car is falling flat on its over-size chassis as a world trade ambassador, but workaday American trucks are highballing down foreign roads in increasing numbers.

Only about three per cent of America's car production is being exported, but last year, nearly 20 per cent of the trucks built in the U.S. went to other nations.

Auto industry experts agree the reason America isn't getting a share of the world car boom—non-U.S. car sales are expected to match U.S. sales in less than 10 years—are obvious.

Small Ones Cheaper
All the small, economy cars are made abroad and these are preferred in nearly all foreign countries because of lower purchase price, operating economy and narrow roads.

Many foreign countries don't have the dollar exchange for American cars anyway. "The only way American companies can compete in the world market is to build the cars at overseas plants," said a Chrysler export official who has studied the situation.

The dollar shortage would block truck exports too, except that in overseas truck sales, Uncle Sam is footing most of the bill.

In 1957, 205,634 trucks (compared with 160,632 cars) went to foreign countries and Herman P. Sattler, Chevrolet trucks assistant sales manager, estimates most of them were purchased with U.S. foreign aid.

Sattler, who has been in the truck business for 30 years, said the fact that "trucks are not luxury items but are bought for hard-headed business needs" makes truck sales different from car sales.

"Truck sales should be a better barometer of things to come in our own industry than cars," Sattler said.

To most people, trucks look about the same year after year, but Sattler said there have been big changes over the years. Economy of operation is the main competing factor, so each company has "beefed up" its engines, frames and chassis. Truck engines may be built on the same design as car engines, said Sattler, but such things as valves, valve seats, rings and pistons are different to give longer wear.

Quigg's Thoughts for Springtime: New York's Temperament Mellowing?

By DOC QUIGG
United Press Correspondent
New York—Sudden flurries of springtime thought: Can it be that New York's testy temperament is mellowing? A friend of mine who

had not been here for 12 years got into town the other day for the publishers convention and after sampling our wares for a few days deposed as follows:

"Maybe it's the recession, or something, but this place has changed markedly in one respect. People say 'thank you' now when you tip them. This goes for waiters, bell-boys, bartenders, and even taxi drivers. The place is much less frantic and more

polite. "I was riding in a cab when the driver became annoyed at a policeman for what the driver thought was discriminatory traffic direction, but instead of yelling about it, as in the old days, the cabbie said:

"He must be a young cop; when they get older they don't do things like that."

Someone told Wilbur, our office grouch, that a former

New Hampshire disk jockey had more-or-less eloped with Grace Metalious, author of the well-known "Peyton Place," a novel somewhat loaded with gamey lovey-dovey.

"You mean," queried Wilbur, "that The Disk ran away with The Spoon?"

Two self-taught artists have opened one-man shows here. One is a former prisoner at San Quentin, who was paroled last month. The other is a

cobbler. The one taught himself to paint in prison. The other was inspired in mid-cobble.

The moral here seems to be: keep pounding away, whether at stones or soles; art is long and prison time is fleeting.

Rep. Herbert Zelenko (D-N.Y.) says it ought to be easier for Americans to sing their national anthem. He intends to introduce a bill in

Congress for the adoption of a new, more singable version of "The Star Spangled Banner," altered so it's well within the vocal range of the average person.

Here's an idea. How about lifting up the words and setting them down on the music to "Sugar Time"—that's in line with what American troops overseas always call the U. S., "Uncle Sugar." Or if we really want to get serious, throw the whole thing

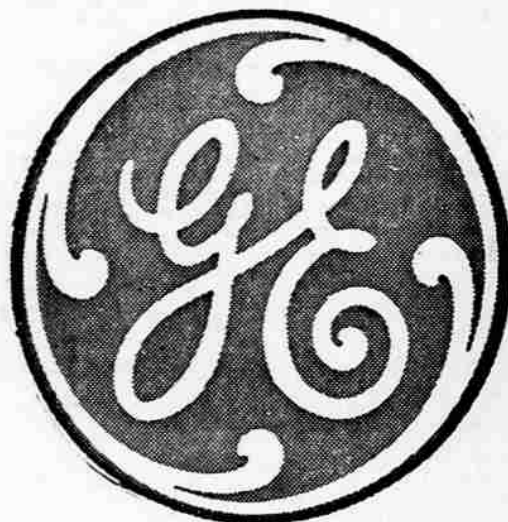
away and substitute "God Bless America."

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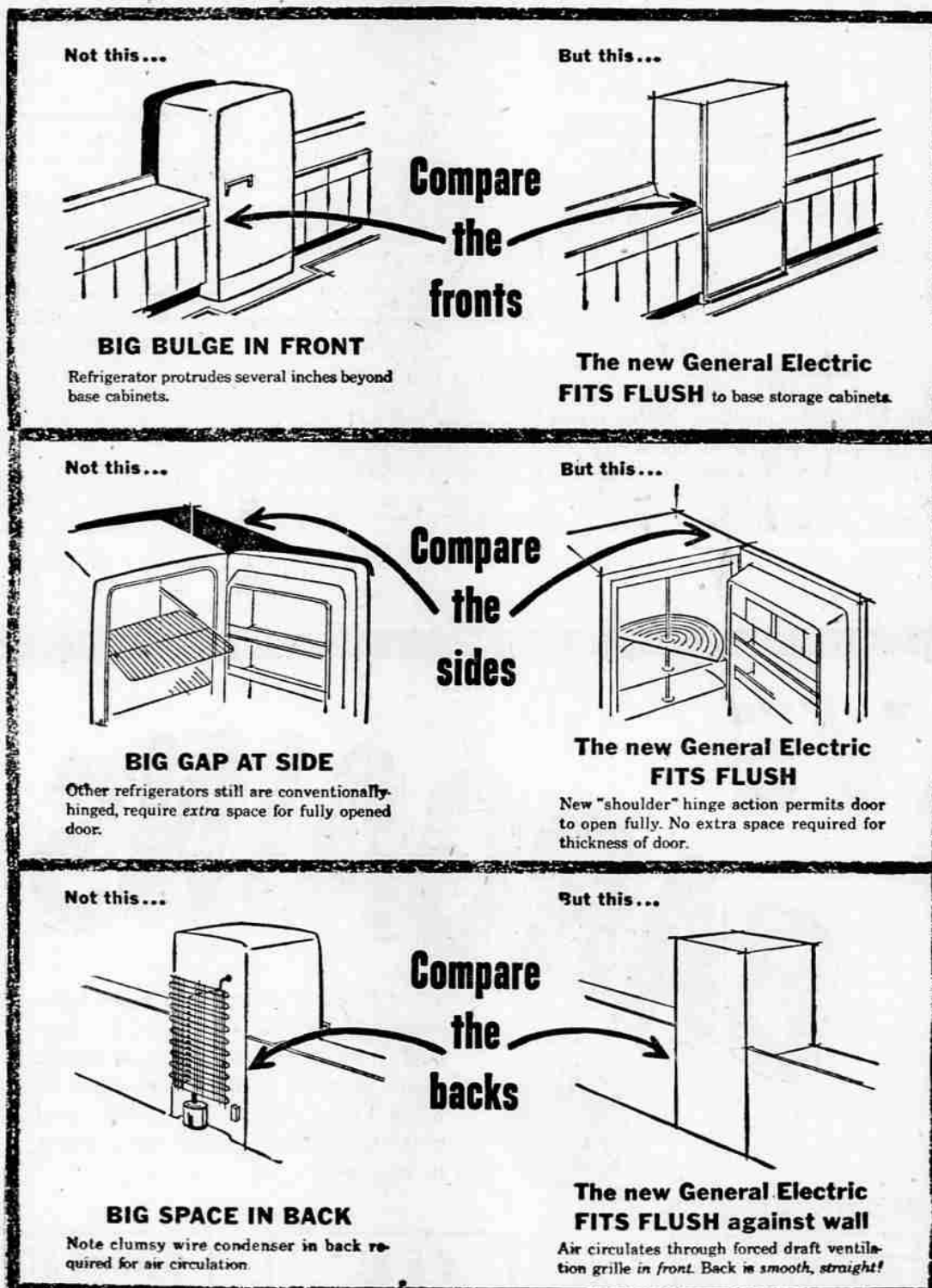
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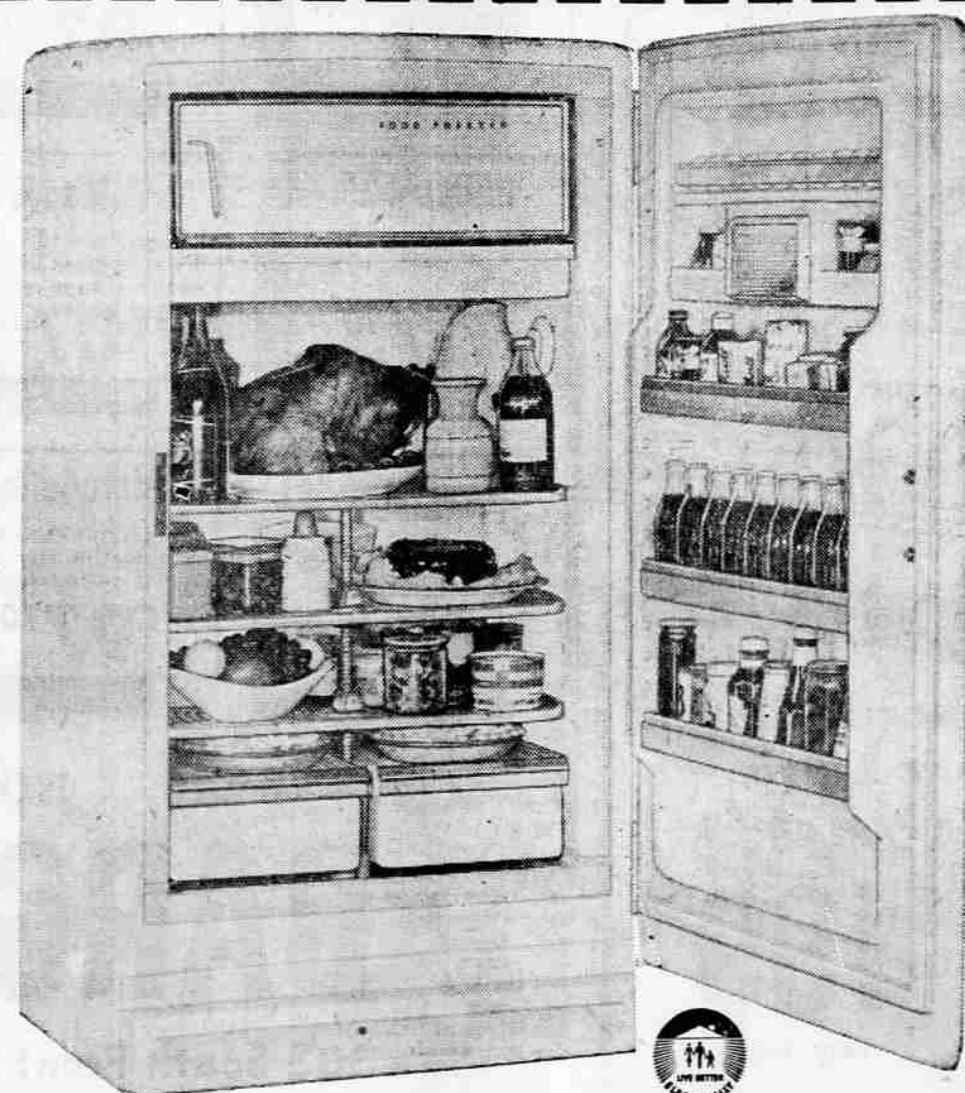
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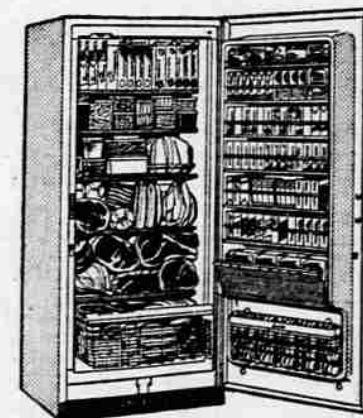
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Is That So?

By EUGENE BURNS
Ranger-Naturalist

Editor's Note: The following guest article on the thunder shower, won the writer, E. M. Swearingen, 266 White ave., Chico, Calif., the weekly award of the 36-volume set of the Encyclopedia Americana. Other readers are invited to try their hand.

How often have you looked at the sky on a hot summer afternoon and seen the snow-white tops of cauliflower clouds plowing upwards through the blue?

Sometimes they look almost like a pile of cotton. On other occasions they are almost black. There is thunder, lightning, rain, and at times what seems like a draught of fresh air blowing from the thunderhead.

What causes these things to happen? When air close to the

earth's surface become quite warm it is unstable. Hills and mountains causes the warm air to rise farther, faster. Being warmer it is lighter and rises rapidly, much as oil rises through water.

But as the air rises it cools, though at a slower rate than the surrounding stationary air. When the cooling reaches



a certain critical point, the relative humidity reaches 100 per cent and a cloud forms. This cloud air keeps on going up, sometimes boosting its speed to as much as 60 miles an hour.

Billions of water droplets form the clouds. From 100 to as many as a million cloud droplets are required to make one raindrop.

The raindrops are made in two ways: Cloud droplets in the top of a cloud may freeze. They hit other crystals and fall, gathering mass on the way until they become raindrops. Another way is simply by collision. Bigger cloud droplets hit smaller one and sweep more of the smaller along with them.

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Free: By special arrangements with the editors of the Encyclopedia Americana, my panel of judges will award each week to the reader who sends me the best true-life nature adventure, the best nature observation, or the best question on nature and wildlife, a complete 30-volume set of this world-famous reference work in a handsome Sealcraft binding. Each week new submissions will be considered. Sorry, I simply can't answer your many friendly letters. Please address your letter to: Is That So! c/o Medford Mail Tribune, Box 575, Sausalito, Calif.

Eight Local Men Get Journeyman Ship

Salem—Eight Medford men have been awarded the state's certificate of journeyman ship by the Oregon Apprenticeship Council.

Ronald Johnson, Ernest C. Nelson and Glenn F. Willford take journeyman rank as plumbers upon completion of five years on-the-job training under supervision of the Jackson-Josephine County Pipe Trades committee.

Dale C. Durbin completes a four-year training course with the Bausch and Lomb Optical company to become an optical technician. Completing their four years apprenticeship with the California Oregon Power company are William W. Layton and Herbert W. Nelson, estimator draftsman, and Roy L. Stuart, power house operator.

Donald M. Wetherbee takes his journeyman standing as a newspaper pressman. He has been apprenticed to the Medford Printing company in a five-year training program.

Three-fifths of Bolivia is tropical lowlands.



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Natural resources are our priceless heritage, and Jackson County is richly endowed with vast forests and fertile farm lands. Eve Nye believes that they must be carefully protected and wisely developed in the long-range interest of EVERY citizen.

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EVERY wage earner and taxpayer has a stake in the far-sighted conservation and use of natural resources. A vote for EVE NYE is a vote to SAFEGUARD Jackson County's and Oregon's heritage!

Paid Adv.—Eve Nye for State Representative Committee, Eugene Thorndike, Chairman, 55 South Berkeley Way, Medford.